

Intimations.

GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 31 PRIZE MEDALS and CERTIFICATES of MERIT.

In 1890, competed and won against FOUR of the most famed Belfast makers.

The Analyst's report:—

"It is of unexceptionally good quality."
"Particularly pleasant to the taste."
"Decidedly tonic and sustaining."
"In every respect most satisfactory."
ARTHUR HILL HASSALL, M.D.

The ideal temperance beverage.

DAKIN, CRICKSHANK & Co., LD.
Victoria Dispensary,
Queen's Road Central,
Hongkong, 17th October, 1892. [183]

A. S. WATSON & CO., LD.

have just received
ex Steamers "BENLEDI" and "GANGES"
their first shipments of

XMAS CONFECTIONERY

Consisting of:—
CHOCOLATE CREMES, VANILLA PRALINES, SUGARED ALMONDS, BURNT

ALMONDS, NOUGAT, JUJUBES,

TURKISH DELIGHT,

PARISIANS,

&c., &c., &c.

DELICIOUS FRUIT JELLIES.

ASSORTED PINEAPPLE, LIME, DAMSON, GUAVA, RASPBERRY, STRAWBERRY, PLUM, &c.

CALLARD AND BOWSER'S

BUTTER SCOTCH, ALMOND ROCK and
EVERTON TOFFEE.

CADBURY'S CHOCOLATES

In great variety.

CRYSTALLIZED FRUITS, MUSCATELS,

ALMONDS AND FIGS.

FANCY BOXES.

A large and varied Assortment of
ARTISTIC DESIGNS.

XMAS CARDS,

ENGLISH, JAPANESE and CHINESE,
a splendid selection.

TOM SMITH'S CRACKERS.

A LARGE STOCK WELL ASSORTED.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 10th November, 1892. [14]

The Hongkong Telegraph.

HONGKONG, SATURDAY, DECEMBER 10, 1892.

LOCAL AND GENERAL.

A NEW daily paper is to be published at Hanoi from the 1st January next.

WHEN American capital again finds profit in shipping, will it not, asks the *N. Y. Maritime Register*, also find profit in marine underwriting?

Mr. Hamburg (at German Club bar)—What beastly whisky!
Berlin Blet—Don't speak! You have tried for gin yet!

BETWEEN an American who says Wagner and an American who says Wagner there is, remarks the *N. Y. Herald*, an atmosphere of mutual contempt thick enough to cut with a knife.

AN Emergency meeting of Zealand Lodge, No. 525, E.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

It is reported that the Canadian Pacific Co. is about to erect a large hotel at Yokohama to accommodate the influx of passengers expected next year.

IN a recent heretofore off case which has been recently heard in the Tokyo Court, judgment was given against Messrs. McMillan, Helman & Co., who have appealed. The opposite parties were a Japanese firm.

MAILS Due:—
Indian (Wingsang) 15th instant.
Singapore (Yava) 15th "
French (Melbourne) 17th "

LUCK.—"Do you believe, Mrs. Pilkington, that throwing old shoes after a newly married couple brings them luck?" "Indeed, I do; my husband was struck by one of those shoes, and died just a month after we were married."

THE O. & O. Co.'s Frisco liner *Galle*, which arrived here to-day, came down from Yokohama in a day, 22 hours and 17 minutes—a grand performance that shows that Capt. Pearce's vessel has lots of "go" left in her yet.

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of India* left Yokohama yesterday afternoon, for Vancouver.

ST. PETER'S SEAMEN'S CHURCH.—The Mission steam-launch *Day Spring* will call alongside vessels hoisting code pennant C, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

AT the Magistrate's this morning Mr. H. E. Wodehouse opened an inquiry into the circumstances of the recent conflagration in Queen's Road. Nothing of importance transpired and the inquiry was adjourned till Tuesday morning, the 12th.

WE are glad to hear that Staff-Sergeant Tennant is making arrangements to give a repitition of the grand Assault-at-Arms which electrified a Hongkong audience on the 1st inst. Next Saturday will probably be the date fixed for this really genuine treat.

THE old saying, "Distance lends enchantment to the view," has been paraphrased by the German comic paper *Fliegende Blätter* as follows: "We look upon the past as better than it was, the present as worse than it is, and the future as more beautiful than it will be."

THE boxing tournament under the auspices of the Victoria Recreation Club didn't come off last night several of the "fighters" being unavailably absent. Mr. C. Robinson, Mr. Wicks and Mr. B. Taylor were amongst those who came up to time, but nothing was done.

ACCORDING to the French papers, the young Crown Prince of Germany is in the habit of using as a target for his pistol practice an image of a French infantryman, and it is said that he recently asked his father if he would not be permitted after his promotion to a lieutenancy to fire at a Russian officer!

THE Hon. G. Curzon, under-secretary of State for India during the last Administration, has been inspecting the Hongkong and Kowloon coal mines, and is now travelling through Annam. The *Courier* says that "the accession of the Gladstone Ministry has given him plenty of spare time!"

THE *Boat* returned to Shanghai on the 4th inst. in tow of the *Syren*. During the time the *Boat* was at anchor, the steamer *Taiyeh* made several attempts to rescue those on board, and stayed by her night and a day. Captain Popp, who was on board the *Boat*, finally decided to recommend the *Taiyeh* to proceed on her voyage.

THE quarrels between M. de Lencaness, Governor-General, and General Reste, commander-in-chief of French Cochinchina, grow daily worse. Each accuses the other of deliberate deceit in sending despatches for political and personal ends. Meanwhile, while these two watch-dogs and pirates and brigands are enjoying themselves.

MR. WALCOT's exhibition of knives, etc., at the City Hall at 5 p.m. to-day was postponed until Monday, at the advertised time, owing to bad weather. His morning exhibition was as successful as the weather would allow. Lots of people looked in, and everybody who saw was highly impressed with the value of the wonderful emery stone and combination knife.

THE *Avenir du Tonkin* says "In this country, where the journalist who is independent enough to say what he thinks is inevitably doomed to go to the police force does not trouble itself much about serious offenders, and has little scruple about tolerating and even encouraging outrages on public morality." There is a remarkable similarity between Hanoi and Hongkong.

IT seems odd to think of missionaries going to Scotland, the home of the Covenanters, to work at Christianity. At Anwoth, in Kirkcubrightshire, there was found a few weeks ago one of the "hillside crosses" set up by the early missionaries who went to the Lowlands from Iona, or Ireland, to mark the spots where they first preached Christ to the heathen Scots. The interesting cross is of red sandstone, 4 1/2 inches long, 1 1/2 inches across the widest part, and 4 inches thick. Its arms are 26 inches in length, or were, for one is broken off. Rude inscriptions are carved on the cross.

SAYS the *San Francisco Press*—we are extremely sorry to hear that Mr. Bethege, Director-General of Siamese Railways, is far from enjoying good health. He has spent his leave in travelling from one watering place to another without succeeding in obtaining much alleviation from his complaint. We also hear that he is suffering from a severe eye disease which has necessitated his being shut up in a darkened room at Ems. His wife is said to be obliged to attend to all correspondence. We have never hesitated to criticize Mr. Bethege's action whilst D.-G. in Siam because we thoroughly believed it to be wrong; but this criticism of Mr. Bethege the official has nothing to do with Mr. Bethege the man.

UNDER the heading "An Elephant Overboard" the *Hoyo News* says:—"Messrs. Harleston and Son's Circus Company came down from Yokohama by the *Empress of Japan*. As the menagerie belonging to the troupe was being placed on board, one of the elephants leaped over the hatchway to look down the ship's side. Just then the vessel rolled slightly and the elephant tumbled overboard. He was recovered by being hoisted up by a derrick. The elephant fell over in all directions when the elephant fell over. In connection with the menagerie a sailor on board met with a very serious accident. Examining the tiger too closely the savage brute struck it paws through the bars and clawed the side of the sailor's head tearing away a great deal of flesh. We believe it was not a tiger, but a black panther, which did this trick.

At the meeting of the Legislative Council to be held on Wednesday, 14th December, at 3 p.m., the following will be the business:—

1. Report of the Finance Committee, No. 12 of 1892.

2. To move resolution for increase of rates at Kowloon Point and Yau-mai-d.

ORDERS OF THE DAY.

3. First reading of a Bill entitled "An Ordinance to declare the terms and conditions applicable to Loans authorized to be raised by the Government of Hongkong and to provide for the creation of funded stock."

4. First reading of a Bill entitled "An Ordinance for raising the sum of £200,000 by Loan for the purpose of defraying the cost of certain Public Works."

5. Second reading of the Bill entitled "An Ordinance to amend The Marriage Ordinance, 1875."

6. Second reading of the Bill entitled "An Ordinance to provide for the recognition in the Colony of Probates and Letters of Administration granted in the United Kingdom."

7. Second reading of the Bill entitled "An Ordinance to amend The Medical Registration Ordinance, 1884."

8. Second reading of the Bill entitled "An Ordinance to repeal Section 45 of Ordinance No. 8 of 1860 and to amend Schedule A to Ordinance No. 1 of 1892."

THE *Avenir* reports that a column of troops operating near Thak-khe was sent to intercept a band of brigands retreating towards China. The soldiers found the enemy easily enough; seven privates and a sergeant were killed, and the pirates passed on unchecked.

MRS. CAINDOWN (to modiste). "You now understand how I wish the robe to be made. I shall expect it to be the most conspicuous object at the ball."

Modiste. "Yes, madame, it shall be so. One little point as to the covering of the arm and bosom."

Mrs. Cainsdown. "Oh, as to that, it is immaterial. I will leave it to your own indiscretion."

OWING to the inclemency of the weather, the afternoon excursion to the Victoria Recreation Club, which was projected for the 1st inst., was postponed until Monday, the 12th, at the same place and hour, when the public will be admitted gratis, but a collection will be made at the doors after the opera is over so that those who assist the plucky balloonist on his journey will be able to say that they paid for "nothing." As the enclosure at Causeway Bay will not accommodate more than 1200 people those who want to get a good seat had better be on the spot as near 3.30 p.m. as possible.

MR. Henry Irving tells the following Dublin experience in a recent number of the *London Strand Magazine*—

Many years ago I was playing in Dublin. I was suddenly called upon to undertake a heavy part, the actor who was cast for it having been taken ill. In those days your gallery boy was a much greater conversationalist than he is now. I mean if a couple of gallery friends were separated they thought nothing of holding conversation across the house while the play was in progress. Well, I made my first entrance. "Is that him—eh?" shouted one youth to another.

"No," came the reply "them is the young man's clothes. They'll show him out later."

TO-DAY'S SHIPPING RETURNS.

Inward.	
Fushun	steamer, from Canton.
Soochow	" Canton.
Miaofo	" Canton.
Blagho	" Canton.
Gaio	" Canton.
Aggregating 9,530 tons, register.	

Outward.	
Elie	steamer, for Saigon.
Avocle	" Hongkong.
Tsing	" Canton.
Tsing	" Canton.
City of London	" Canton.
Prinze	" Amoy.
Ly-moon	" Canton.
Aggregating 11,319 tons, register.	

OUR esteemed morning contemporary, not content with directing the course of Imperial Chinese politics from day to day, has been tackling Japan. A British consular official named De Bunsen caused some trouble by playing the issue of cooling licences and then changing double. Of course, the *Daily Press* approved of this. The *Hoyo News* says:—"Could be long save Mr. de Bunsen from the charge of being injudicious he has been more than justified. The *Hongkong Daily Press*, which rarely writes a new thing and never says a smart one, has joined the screaming pack, and tries to crush us with wooden thunder. It knows nothing of the actual circumstances of the case, is ignorant of the fact that the penalties for Frithers are greater than those imposed on members of our own nationality, does not know that between the rules on the licence issued and the British regulations, there is a great gap against the Britisher, cannot conceive that although shooting licences were postponed a month to give the birds a chance, yet the Japanese slaughtered ruthlessly all the time. Mr. de Bunsen is an official, and that is enough to shock the *Daily Press* at our temerity, but in future it would be wise to confine itself to topics it knows something of—if there are any."

SERIOUS ASSAULT CASE.

POLICE COURT PROCEEDINGS.

At the Magistrate's this morning, Mahomet Japhet and Ahmed, two men of colour, appeared before Mr. Hastings, charged with assaulting Chai Afu, a sailor in the employ of Mr. R. Fraser-Smith, while engaged in the lawful performance of his duty connected with salvage operations near the Dunmall Rock, Kowloon Bay, on the 6th instant.

Mr. H. J. Holmes appeared for the prosecution and Mr. Grist, of Mr. Wilkinson's office, for the defence.

Chai Afu, examined by Mr. Holmes, stated—I am a sailor employed on board licensee junk No. 326, which for some time past has been engaged in salvage work near Kowloon Docks. A schooner, a stone junk, and a smaller junk were also there. I know the defendants. On Tuesday, the 6th instant, I was on board the stone junk when the defendants beat me. All the boats were at anchor. I was the first to anchor and they anchored subsequently and our ropes got foul of each other. I boarded the defendants' boat to clear the cable but did not cast the cable clear of the windlass. I got the cable clear of one boat but not free from the other boat's cable. When I boarded the outer junk the defendants were on board the stone-boat. As soon as I got on board the outer junk the defendants stepped on board from the stone-boat. The second defendant commenced operations by giving me a blow on the back with a stick without giving me any warning. As soon as struck I stood up and then Mahomet Japhet gave me a poke on the forehead with a knife which he drew from his side. He caught hold of me by the neck, stabbed me and then pushed me overboard. In trying to wind off the stick I was cut on the hand. He pushed me overboard into the water, after which I swam to the schooner and was picked up by means of a rope that was thrown to me. The wound in my head bled freely. I reported the assault to Mr. R. Fraser-Smith at his office, because I am working for him. There were a lot of people on board the schooner, amongst them a black man. There was so much blood flowing over and into my eyes that, at the time I was hauled on board the schooner, I could not distinguish who were my rescuers. I know the first defendant by sight. I am not mistaken as to the man who stabbed me.

Cross-examined by Mr. Grist—I have been employed at the salvage work for ten days and upward. When I commenced to work there were three boats at work. The scene of salvage operations is near the "Dunmall" Rock. I got my junk between the schooner and the other two junks by occupying the space between the schooner and the two junks. Since my junk was anchored there I was hauled on board the schooner. I know the morning of the other two junks have not to my knowledge, been altered. Their moorings were down before my craft was moored but they let go other anchors after I arrived alongside about 11 o'clock. I wanted to move my anchor so as to be able to get on the other side of the schooner. It was at 2 p.m. on the 6th that I boarded the junk on which I was assaulted. I asked the defend-

ants to allow me to slip my cable. I was not ordered off the junk and did not, on that account, use filthy language. Mahomet Japhet pushed me off the junk into the water. No one called out to me—"Beat the black devil!" We had no struggle prior to the stabbing. The knife was about seven inches long and one or two fingers wide. I was struck with a stick and cut with a knife. It was not the other of the defendant's finger that produced the cut on my forehead.

Re-examined—After I first went alongside the schooner the other boats were moved ahead and when they came back it was their additional moorings that fouled my cable.

By the Court—My junk was never between the other two junks.

Mr. R. Fraser-Smith—I know the complainant is a sailor at present in my employ. On the afternoon of Tuesday the 6th the complainant called at my office with two other men who were also employed at the wreck. He had been bleeding from the forehead and had a cut on one of his hands. His face was stained with congealed blood. He had also two bruises on one of his ankles. The wound on the forehead was superficial—not deep and about three-quarters of an inch in length. The man complained to me about being assaulted. It did not look like a wound caused by a blow with a ring. I took the man to Inspector Mackie at the Water Police Station at Tsim-ta-tsoi, and then we boarded the junk and the defendants were identified.

Cross-examined by Mr. Grist—The ring produced could not, in my opinion, have caused such a cut, unless it were a sharp blow. I hit him with a ring, but I saw would have penetrated the man's brain. There have been no disturbances with the Chinese on the junk but I have had discussions with Mr. Wilkinson about the salvage. The Chinese crews of all the boats were on good terms until the black men appeared on the scene.

Frank Mitchell—I am employed on board the schooner *Montara*, lying near the Dunmall Rock. On the 6th a Chinaman named Afu was assaulted by the two defendants, between 2 and 3 p.m. when attempting to clear his cable which was fouled by the defendants' junk. I saw him by the neck and a stick from the region of his waist, while the other defendant hit the stone-boat and hit Afu with a stick. After stabbing the man he was thrown overboard by his assistants. He was picked up by the schooner's crew, bleeding a little from his forehead. I am positive it was Mahomet Japhet who had a knife in his possession and assaulted the complainant with it.

Cross-examined—I have been at days on board the schooner. Sometimes the Chinese give a good deal, but there was no fighting. While I have been on board the schooner I have not seen any sign of lead taken from the junks and put on board the schooner. The complainant was quarrelling before the attack on the complainant. I saw no stones thrown—there were none to be got. Stones don't float on the top of the water.

By the Court—The complainant's boat is under my charge and the man was acting under my orders when attempting to clear his cable. I was on deck watching him and so saw all that transpired. The assault was committed on a boat which is not the property of the complainant nor under charter to him either. The defendants are not fishermen, nor salvors.

Inspector Mackie—The complainant reported to me at 6 p.m. on the 6th that he had been assaulted. He had a mark on his forehead and a lot of dried blood. The length of the wound was about one inch. The wound was not quite straight. In consequence of the complaint I went off to a junk anchored near the "Dunmall" Rock. I produced a knife then handed to me by the first defendant. He drew it out from his waist-belt. Defendant said he used the knife for cutting tobacco.

Cross-examined—A sharp blow with a ring produced might, just possibly, cause a wound such as the man had on his forehead.

Re-examined—The knife produced might also have caused that wound.

By the Court—The defendant produced the knife readily.

At this point the hearing was adjourned until Monday, the 12th instant, at 2.30 p.m.

THE "ZAMBESI" COLLISION.

Messrs. Dodwell, Carill & Co., agents of the Northern Pacific Steamship Company, have forwarded for the information of the public, with most commendable promptness, the following telegram received from their Yokohama agents last night:—

The *Zambesi* was in collision about midnight (8th and 9th inst.) with the *Hokumaru Maru*. The *Zambesi* is beached near Yokohama, about 8 miles from Yokohama; passengers and mails saved. The crew with the exception of 1 fireman saved. The *Zambesi* has a hole in her side, below the water line, she was struck on the port bow, and has her fore compartment full of water, and is in the main hold. Engines, room and after hold undamaged. Material for attempting to float the *Zambesi* has been sent. Steam-pumps and divers are at the ship, and it is expected that she will float to-morrow or next day. All cargo must be discharged and this is being done as quickly as possible. The Captain of the *Zambesi* reports that at the time of the collision the weather was clear, that he first saw the light of the *Hokumaru Maru*, and the Japanese steamer, and that she was damaged as well as the *Zambesi*. Passengers and cargo for Hongkong will be forwarded by the steamship *Flintshire*, expected to leave Yokohama on or before the 16th December.

In addition to the information already supplied, Messrs. Dodwell, Carill & Co. courteously inform us that the *Hokumaru Maru* was formerly the *Amidita*, of Bergen, 711 tons gross register, trading from Hongkong to coast ports until a few months ago.

HARMSTON'S CIRCUS, ROMAN HIPPODROME AND MENAGERIE.

There is a remarkable contrast between scenes at West Point not very long ago and that witnessed since the popular purveyor of public amusement, Mr. W. B. Harmston, set up his enormous pavilion and menagerie at West Point four days ago. Instead of a chilly temperature and a still colder audience the tent has been right after night and last night notwithstanding and fashionable audiences numbering thousands, to witness the unmitigatedly genuine exhibition of unusually high equestrian merit which elicits storms of applause and stamps the Mammoth Show with the indelible mark of world-renowned success.

Last night the programme was of great length and the artists, who have now recovered from their recent stormy voyage, were in exquisite "form"—not a slip being observable from start to finish. Of the details of the performance owing to pressure on our space, but a word of special praise is due to Johnnie and George Stewart, whose antics and faith in "Grotesque Follies" act brought forth thunders of applause resulting in an undeniable encore. Next came Mr. W. B. Harmston, with his magnificent pair of chestnuts, both in the

pink of condition. The great horse-trainer's appearance in the myrtle circle was the signal for a loud outburst of applause which was, irrespective of other testimony, evidence that this clever and gentlemanly showman's popularity here is quite on a par with the universal esteem in which he is held wherever he has been. To say that *Gladiators* and *Beastmen*, his pair of beauties, performed as well as any of Hengler's pets would be but faint praise for the fact that they excel in education any trained horses that we have ever seen—and that is not a few. In his "Three Nations" act young Frank Harmston elicited constant applause and a richly deserved encore was demanded.

The Feeley Family are, of course, a very conspicuous feature of the performances and Mr. Feeley is to be congratulated on enlisting their services for they are as perfect in parts and so clever in all their thousand-and-one comicalities and acrobatic feats that they alone could keep a floor-to-ceiling audience in good humour the night through. In their "Comic Globe" act Dan and Tom Feeley are immense, especially Dan, who manipulates the brush with the skill of a Royal Academician and the *sang froid* of Mr. Freydnat on the eve of the ever-memorable duel with the "fake" popular leader Boulanger, who played the "poodle" in France for so long and "crossed the border" beside his *flamers* in Brussels. Great, however, as these two artists were with the globe they were even a greater "hit" with the chairs, assisted by their accomplished brother Willie. Their jests, antics and by-play were so indescribably funny that all we can do is to advise those who have not yet seen them to avail themselves of the first opportunity to do so. The whole of the accomplished Feeley family came out in the "Double Ladders" scene and by their grace, style and unquestionable skill earned constant and long-continued applause. Towards the close of the first part of the programme Madame Isabelle Le Blonde appeared in the arena mounted on a magnificent milk-white steed and astonished the audience by her performances on the animal's bare back, slipping, jumping through hoops and over banners with a grace and apparent ease that mark her as one of the cleverest artists that ever entered her profession. That this universal favourite was recalled goes without the saying and that she treated her admirers to one of her formidable step-dances may also be taken for granted.

Childers, the dashing bare-back hurricane rider, performed not only astonishing feats with his trusty steed but also went through a number of difficult manoeuvres on the horizontal bars with Signor Byssack, one of the finest gymnasts of the day. In his "Bounding Jockey" act George Harmston fairly brought the house down and his great leap on to the horse's back while in full gallop resulted in his recall at the close of his plucky performance. "The Queen of the Air," Mlle. Adeline, followed the champion jockey and proved her right to the title she had bestowed on her in Europe some years since. Friend Robert Lowe stepped into the arena and in one of his lightning-like performances he was public for their liberal patronage and expressed the hope that it would be extended to the proprietors throughout their brief season in the Colony. Although encored to the echo the speaker could not be induced to return but he sent in Madam Denny, John the coachman, Woodward the ringmaster, one of the Feeley brothers and a couple of fine horses all of whom went through antics that sent the audience into fits of laughter just before the strains of "God Save the Queen" named them that the hour for all good people to be in bed had passed and that therefore they would have to come again another night if they wanted to see any more.

The menagerie, now neatly covered in, was of course open to the public who immensely enjoyed the spectacle of the huge Bengal tiger and the lion (presented to Signor Chistini by King Victor Emanuel of Italy many years ago) feasting off rawlands and roaring and snarling at each other in such a terrific manner as to frighten a number of children who thought they really meant it. This afternoon the *matinee* was well patronised by the children and not a few ladies and gentlemen, and to-night's performance bids fair to be one of the greatest draws of the season. Doors open at 8.30, and smiling commence at 9, sharp.

ARNOT REID AMONG THE GIRLS.

In his latest letter to the *Strait Times* Arnot Reid displays at some length his ignorance and his opinions on American railways. He begins:—"I have at this time travelled three thousand miles in the United States; I have visited seven cities or other places of resort and I have some recollection of a previous American journey where I travelled some thousand miles."

This sounds funny. "Other places of resort" suggests quite a number of possibilities, which it might not be safe to explore; while the vague and ungrammatical reminiscences of early childhood are simply delightful. Differences between America and other places Arnot moralises. "I came to the conclusion that it might be money in my pocket to be more affable. I became more affable."

ARNOT REID AMONG THE GIRLS.

He will next "come to the conclusion to be less wild and bombastic"—especially about circulation.

But look at this!—"Above all, before all, and beyond all on these cars I have met the 'American girl'—who is always delightful. At one time, I travelled for several hours with a young girl."

Arnot is evidently going to the bad. "She was good enough to tell me all about the difficulties and ambitions of her career. It seems that her 'poppa' had opposed her desire to strike out for herself, and that she had only succeeded in doing so almost with strategy."

Dear dear! "What follows is really beyond comment. That young lady was altogether the frankest whom I have met. She told me with simplicity that she had been for some time engaged to be married, but, upon thinking over it one morning, she came to the conclusion that there really was nothing in the young man to cause her to love him. And she told him so the same day. But, most remarkable of all, she was not only frank herself but the cause of wholly unusual frankness in me. I am awestruck at remembering that she persuaded me to open my despatch box and submit to her a newspaper article on which I was then engaged, and also some much more sacred things."

It is not to be wondered at that the *Strait Times* is driven to speak of a "misapprehension somewhere" about Arnot the Affable. Perhaps the Chicago free-junkies explain it. The managers of the Dedication Festival undertook to provide a free lunch to everybody, who wanted one; and Arnot rolled up in his thousands.

"The bill of fare consisted of ham sandwiches, coffee, milk, and doughnuts. It was served promptly and neatly, according to the testimony of the reporters, and there were eight tons of ham for the sandwiches, 3,000 pounds of coffee, and 240,000 doughnuts. The waiters were girls, and there were 350 of them in all."

That accounts for Arnot becoming so affable, being seized with "misapprehensions" and raving about "the American girls."

A TONKIN TIGER-HUNT.

The *Avenir* publishes a description of an exciting tiger-hunt near Hung-ho, ending in the death of three tigers.

The villagers of Di-nao had informed the Resident that three tigers had established themselves in business near the village, among houses and farms scattered about a dense forest and every day pigs, goats, and other movables were feloniously appropriated by the tigers. It was no longer safe to work in the woods, to earn a living.

Accordingly, a strong corral was built round where the tigers had their headquarters, and for 24 hours (from 10 a.m. to 10 p.m.) were kept going incessantly, so as to persuade the tigers not to come too near the working parties. The whole section of the woodland where the tigers lived was thus enclosed in a "ring-fence," about ten feet high, of bamboo and brushwood closely interwoven. The tigers no doubt listened with great interest to these preparations. Next day, at 7 a.m., the Vice-Resident and staff came to the place, with many other of the inhabitants. In less than an hour the

MARSHALLS, November 8th.
Mail advices from Dahomey state that owing to the action of the Anzoni in the interior, Colonel Dods has ordered his men to give no quarter to the enemy and to shoot all prisoners.

The Governor of Porto Novo telegraphs that Colonel Dods attacked the fortress at Macao on November 2d and captured it after a desperate fight. The Dahomians attacked the French column on November 5th, but after four hours of hard fighting they were defeated, the French having one officer and six men killed and four officers and sixty men wounded.

PARIS, November 8th.
The anarchists are at work again here. This morning policemen found an instrument resembling a saw, near the office of the Carmaux Mining Company, took it to the police station and began to examine it. It exploded, killing four policemen and wounding another fatally, wrecking the building.

When the constabulary had subdued a search was made of the station, and four bodies were found. They presented a ghastly spectacle, being horribly mutilated. Besides the killed the Inspector of Police was mortally wounded.

So violent was the explosion that houses in the vicinity were shaken to the foundations, and the occupants rushed into the streets, fearing the buildings were about to fall. Two stories of the Police building were completely wrecked, and the whole street was thickly strewn with debris. It is not believed the men killed ever knew what struck them. They are so fearfully mangled that death must have been instantaneous. The excitement caused by the outrage grows in intensity, and many threats are made.

BRUSSELS, November 8th.
The King-to-day opened Parliament in person. His majesty drove from the Palace to the House of Parliament. The socialists were alert and large numbers gathered from central points, singing lustily the "Marseillaise" as the King passed along.

In speaking to the Senate the King alluded to the proposed revision of the Constitution, saying he was convinced that it was to be the work of concord, wisdom and progress. His majesty referred to the general commercial depression, which, he declared, had been made worse by the rigorous protective tariff. Nevertheless, there was no diminution in the country's production or her commercial activity. For the outlets of commerce new markets were being discovered.

When the King concluded Janson and Ferron, Radical Deputies for Brussels, rose from their seats and shouted "Long live the King's suffrage!" As the King returned to the palace and the civic guards returned to their depots bands of socialists followed them, shouting for universal suffrage.

VANCOUVER (B. C.), November 8th.
A special naval train conveying about 500 sailors for H.M.S. *Daphne*, *Nymphs* and *Hyacinth* arrived at midnight last night, seven days and six hours from Halifax. General satisfaction is expressed at the Canadian Pacific Railroad's arrangement for transportation.

PARIS, November 8th.
The *Temps*, commenting upon the result of the American election, says: "Seeing that the campaign was fought solely on economic lines it is clear that the American people have a strong affection for the McKinley bill and the beautiful protection. The American people also have for years past perceived that the Republican movement was exhausted, that there was no question of principle at stake, and that it was absurdly futile to be carried away by the memories of Lincoln and Grant."

After the dispatches from Dahomey had come in to-day announcing that Cans had been captured by Colonel Dods that officer was gazetted to the grade of general.

MANCHESTER, November 8th.
The strike among the cotton operatives has thrown 44,000 persons out of employment. A proposal has been made on the exchange to put half-time all of the mills in North and Northeast Lancashire in order to assist the federation to fight the operatives. Some of the weaving sheds at Burnley are working on short time while others are closed. The stock of the yards has become exhausted as a result of the strike.

PARIS, November 9th.
The excitement caused by yesterday's dynamite explosion is beginning to abate so far as the people are concerned, but in political circles the feeling remains. There is still a great amount of proof that the deed was done by Carmaux workmen, or that it originated in that strike. It seems to have been the work of Parisian anarchists.

EA tonight again they discussed the question whether it was advisable to attack the administration of the Carmaux affair at once or later. The use of dynamite was finally decided upon and the explosion of yesterday was the result. The machine was to have been placed opposite the house of the Commissioner of Police. M. Lagasse, the lawyer who defended Ravachol and who had been charged with the case, declared that Ravachol told him there would be no danger of an explosion before winter because the machine required a certain degree of low temperature for its preparation, and that was difficult to obtain in summer without attracting the attention of neighbors.

Yesterday's attempt corroborates the assertions of Ravachol. All the newspapers demand the suppression of this kind of outrage with pitiless severity. In the opinion of the Chamber yesterday's explosion will advance the return to power of M. Constans by two months.

A dispatch received here states that while a steamer was taking passengers ashore from a steamer at Jaffa it capsized and twelve occupants were drowned.

Colonel North has decided to send a string of horses to America next month to fill engagements made a year ago. These horses, which will be under the control of Colonel Thomas P. Ochiltree, include El Diablo, whose recent defeat of Orme at Newmarket is still fresh in the public mind, Idleleigh, Fredrick Roberts, High Commissioner, Rough and Ready, and Arturo. They are to run for big handicaps while Elham Queen, Anphylria and Emilia are engaged in the American Derby, Queen Isabella stakes and the Sheridan stakes at Chicago. Several two-year-olds will accompany the contingent, which will be one of the most valuable ever sent from England.

Arthur J. Ballou has written a letter in which he says one of the most practical remedies for the fall in British exports will be to reform the currency in the direction of bi-metallicism. Joseph Chamberlain, writing on the same subject, points out that the condition is as bad in protected countries as in England, from which he reasons that the causes are not principally in the tariff.

The Duke of Portland, in a letter to his tenants announcing his intention to sell his lands, does not hesitate to say that the depression in the agricultural industry is due to the free importation of agricultural products.

The *Spartan* announces that the great stallion Ormonde will come back to England from Buenos Ayres in January. It adds that he will serve here ten times at 300 guineas each before his new owner, William McDonough, has him taken to San Francisco.

The match between Colonel North's six-year-old horse Nunthorpe and Lord Roslyn's four-year-old colt Buccaneer, run to-day at Portsmouth Park was won by Buccaneri. The prize was a

cup valued at £500, and was offered by the Portsmouth Park executive.

The *Standard's* Paris correspondent sends an account of an interview with one of the Italian anarchists, who declared that the anarchists would make no more attempt to blow up inhabited houses, because they always killed the wrong persons. Henceforth they would confine their operations to banks and town halls. He added that two of his friends had just left Carmaux and would be heard from before long.

PARIS, November 10th.
In the Chamber of Deputies to-day Prime Minister Loubet said that Wednesday he fixed for discussing a bill increasing the penalties that may be inflicted on newspapers publishing articles that incite to murder and pillage. The request caused much excitement, the members of the Right accusing the Government of weakness in regard to the Carmaux troubles and in dealing with the socialists. After a heated debate the request was agreed to.

The spirit tax came up, and notwithstanding the opposition of M. Rouvier, Minister of Finance, the Chamber decided by 349 to 145 to suppress all State duties on wines, beer, etc. The report of the Budget Committee declared that the adoption of such an amendment would entail a deficit of 88,000,000 francs.

Anarchists continue to send threatening letters to Baron Reille, president of the Carmaux Company, and Reille, special commissary. Another explosion of anarchistic origin was reported late last night from Colombos, a suburb of Paris. Anarchists Constant and Martin say they are delighted with the result of the explosion, which was a perfectly splendid success. They further say: "We shall blow up all our enemies. None shall be spared. Plenty more surprises are in store."

M. Hilaire, vice-president of the Chamber of Commerce of Paris, entered into an agreement a few months ago with the liquidator of the Panama Canal Company by which he undertook to form a company to continue the work on the Panama canal, in order to prevent the lapsing of the concession granted to the old company by the Government of Colombia. The agreement was signed by the liquidator in July last and will expire on September 31, 1893.

Hilaire's organization of a company provides that a syndicate with a capital of 100,000,000 francs shall take over all the existing assets of the old Panama Canal Company and that the latter shall receive 5 per cent. of the new capital and one-half the net profits.

The French have captured Cans, near Abomey, the capital of Dahomey, with the loss of sixteen killed and thirty-two wounded. This practically ends the campaign.

A TRIP UP THE POYANG.

I.
We started, three of us, on our well-appointed house-boat at 5 p.m. on Wednesday, November 16th, from Kikiang to make a journey up the Poyang lake. Our business was to preach the gospel and to distribute Scriptures and tracts. An account of the journey, a description of the features of the country, and the various incidents of the trip may prove not uninteresting to many readers. We went two boats along a route well known to travellers by the river steamer. Not far below Kikiang, in the darkness of the night, we saw just ahead of us a native boat with a large light hung out just as we approached, and apparently full of men. They hailed us to pull up to this of course we paid no attention, whereupon they rowed to pull up alongside. There was no wind, and our heavy boat was forced ahead at a very slow rate by a couple of men at the yulohs. Hearing an altercation I went out and learning that the stranger was filled with pirates, we turned off. Finding that they had to deal with foreigners and a foreign boat, and not a native boat as they had suspected, they made off for the shore and left us alone. This is the first experience of this nature I have met with so near an open port, and the Chinese officials ought to look out for these enterprising subjects just under their very noses. These water-thieves generally give foreign boats a wide berth; they know that foreigners generally carry firearms with them and do not care to test the value of the prize at such a high probable cost. They are apparently content to let the boats pass and catch the goods.

Early in the evening we reached the mouth of a little stream where we anchored for the night. This is quite an important naval yard in a way. Here are made the scores and hundreds of small gun-junks which travel up and down doing river police duty, and which are found in every large and many small anchorages. At daylight the next morning, the 17th, we were off again and in a short time had covered the fifteen H that separated us from Hukow which is, as its name signifies, the mouth of the lake. The city is of *hukow* rank and is a poor affair all round. It is prettily situated and might be the centre of an immense trade. All the tea, paper and other merchandise from the south of the province passes this place to Kikiang and elsewhere. It would be an immense saving of labour and time if this convenient spot were made the *entrepot*. The mouth of the lake is here about the same width as the Yangtze river and is guarded on both sides by two forts mounted with foreign guns. The fort on the Hukow side was destroyed by lightning last year. The lightning, it was said, struck the magazine and blew it up, killing several persons. An investigation was held in due time and the report of the Governor to the Throne the official interest was considered because he had not exercised proper vigilance.

It will be remembered that one of the native essayists recommended Hukow as the site of a great national naval yard; he advanced some strong arguments in support of his choice. Certainly there are facilities for just this kind of work. This place is the site of the summer residence of the late Peng Yu-lin, the great Admiral of the Yangtze. A pile of white buildings situated on a great rock are visible to all who travel on the steamer. This Peng was a great man in these regions, and was held in great dread. It was his custom in earlier days, when he was a sworn enemy to all opium sellers and smokers, to go around the cities he visited in disguise, and when he had obtained such information as he wanted he would commence a crusade against these same dealers. In his later days he apparently degenerated and it is said that his own guards, at this very place, indulged regularly in the pipe.

There is another curious rumour in connection with the man and it is that he made a boat that he would cut off ten thousand heads. He was one of the privileged few who could take off a head at his pleasure and report it to Peking afterwards. He lost no time in getting to work and got, in due season, to the nine thousand, nine hundred and seventy-eight, when there came to his ears the common talk of the people that he would die as soon as he had decapitated the ten thousand. This caused him to stay his hand, and in recent years he despatched but few to the other world and finally died without quite reaching the goal he had set before himself.

After breakfast we went ashore and spent several hours preaching and selling Scriptures and tracts, disposing altogether of about three hundred copies. We had a better reception than I have ever before experienced at this place. When I returned to the boat I found the magazine had sent his card down, so I went up to see him.

At the *yamen* entrance crowds naturally collected around the foreigner and I waited while my card was being taken in. Soon the officer returned saying the "old gentleman" was busy, which meant that I could not be seen. But I did not intend to be thus publicly humiliated and snubbed. In a very few minutes news would have spread round the town and matters might have become unpleasant for us. I therefore told him to take the card back and state that I insisted on seeing him and since I had received his card I must be admitted to his presence. A third time the officer came back and I then advanced and told him that I insisted on his immediately returning and admitting me, that this treatment and this kind of politeness I had not been accustomed to. Upon this the large doors were thrown open and I had a very pleasant interview. The magistrate was a Hunan man and I did my best to enlighten him on many points. Soon after I left he renewed my call on my boat. He remained over half an hour chatting with us on religious and other subjects. I did my best with the official so that in future, when he meets a foreigner, he may treat him with respect and courtesy, as I think he will. These officials travel all over the empire, never remaining long in any one place, so in influencing them one really influences vastly more than a single individual.

—F. S. L. in the N. C. Daily News.

CO-OPERATION IN CHINA.

THE VILLAGE THEATRE.

Theatrical representations in China are the direct outgrowth of the religious and political conditions on the part of the proprietors and of the players. Theatricals have also a special function in connection with many other co-operative enterprises, being employed to attract customers to fairs or furnished as a penalty for violating some law or custom. It may therefore be worth while to consider in a little detail some of the superficial aspects of these phenomena. That the Chinese are very fond of theatrical representations is well known to all who live in China. The Chinese trace the origin of the stage to the times of the emperor Ming Huang, of the Tang Dynasty (618-755) and under an alias, it is supposed to be worshipped as the god of play-actors. It is a popular saying that if the players neglect to do homage to this patron, they will altogether fail in their representations, whatever these may be.

With the history of the Chinese stage, we have in this connection no concern. According to the Chinese themselves, it degenerated from its ancient function of a censor in morals, and has become merely a device for the amusement of the people. It is a remarkable circumstance that while the Chinese as a people are extraordinarily fond of theatrical exhibitions of all sorts, the profession of play-actor is one of the few which debar, from the privileges of the literary examination. The reason for this anomaly is said to be the degradation of the theatre by pandering to villanous or even licentious tastes. To what extent the plays ordinarily acted are of this sort, it is impossible for a foreigner to decide. The truth seems to be that the general (theoretical) contempt for the stage and its actors in China, is a product of the moral teachings of Confucianism, which uncompromisingly condemn the perversion of the right uses of dramatic representation. But while this (theoretical) view is the one which is constantly met, it is like many other Confucian doctrines, chiefly remarkable for the unanimity with which it is disregarded in practice.

In what we have to say of Chinese theatres, we must disclaim any knowledge of them at first hand, that is to say, by listening to acted plays. There are several obstacles to the acquisition of such knowledge by this method, even were other difficulties lacking. Most Chinese plays are laid out upon so extravagant a scale, as regards time, that they may be spread over many hours, or even several days. The most indefatigable European could not listen to the entire performance of any one of them, without becoming utterly exhausted. The dialect in which the actors speak is so different from the spoken language, that it is hard to form an idea of what they are saying. The tone adopted is that of shrill falsetto, which is not only fatiguing to an Occidental hearer, but almost of necessity unintelligible.

When to these embarrassments are added the excruciating music, the discomfort attending the dense crowds, and the universal confusion which is an invariable concomitant of a Chinese theatre, it is no wonder that the only representations have for Westerners very few attractions, after the first glance has satisfied curiosity.

This indifference on our part is almost unintelligible to the Chinese. That a foreign traveller, who is told of a theatre in full blast at the town at which he expects to spend the night, should feel no joy, but should deliberately push on so as to avoid spending the night at that place—this is to the Chinese profoundly incomprehensible. With the exception of a few large cities, the Chinese have no theatre in our sense of the word. They have, however, a very simple and entirely open to inspection. Sometimes it is built like a temple with an open front, but by far the larger part of the rural representations of theatrical companies take place on a temporary scaffolding which is put up for the purpose the night before the plays begin, and is taken down the moment the last play closes. The players resemble their ancient Grecian prototypes in that they are a migratory band, going wherever they are able to find an engagement. The stage equipments, like the stage itself, are of the simplest order, the spectators being required to supply by their imagination most of those adjuncts in the way of scenery, which in our days are carried to such perfection in the theatres of the West. There is no division of a play into separate acts or scenes, and what cannot be inferred from the dress, or the pantomime of the actors, they must expressly tell to the audience, as for example who they are, what they have been doing, and the like. The orchestra is a very indispensable accompaniment of a theatrical representation, and not only bursts into every interval of the acting, but also changes with ferocity at such stirring scenes as a battle attack, or to add energy to any ordinary event.

Appos of this resemblance between the Greek stage and the Chinese, which must have struck many observers, a recent writer (Mr. H. E. Krehbiel, in an article published in the *Century* for January, 1891) has declared that "the Chinese drama is to-day in principle a lyric drama, as much so as the Greek tragedy was. The months of intense feeling are accentuated, and the scenes of sorrow and joy, as in our melodramas, but by the actor breaking out into song. The crudeness and impotency of the song in our ears has nothing to do with the argument. It is a matter of heredity in taste."

(To be continued.)

TO FAR CATHAY.

A NOTABLE SCHEME.

Ten years after the abortive enterprise of the India and Australia Mail Packet Company—during which time the P. & O. had been developing the service with China as we shall presently

see—the subject of the Eastern routes was again brought prominently before the public. The immediate cause was the Indian Mutiny, for when the nation recovered its breath after that terrible surprise, there was a natural disposition to discuss all manner of means for preventing a repetition of the catastrophe, and one of the means was a method for the rapid conveyance of troops to the East in case of another emergency.

It was about this time, then, 1858, that Captain John Ford laid before the public some "suggestions respecting the best route for the conveyance of troops to India, with remarks on the policy and advantages of establishing an improved transport service," which are well worth our attention as pertinent to our present purpose of tracing the links of intercommunication between the Eastern and the Western worlds.

Captain Ford's plan was founded on the proposition that the most natural, proper, and independent high-road for us to the East is the ocean; that we ought to command that route, and had not yet made the best use of it; and that as the privilege of passing through Egypt requires the acquiescence of one or more foreign Powers, it is always liable to interruption at the time of utmost need.

The transport service of the time was certainly in an unsatisfactory state. It was before the age of ironclads, and when it was held by successive Governments that the employment of vessels of the Royal Navy for transport service was improper, and undesirable, because calculated to weaken the defences of our shores and naval stations. The defects of the system were painfully evidenced during the Mutiny, for the relief forces despatched to India were from two to five months on the voyage.

The failure of all the attempts which had been made—we have shown in previous articles—to establish steam communication with the East round the Cape of Good Hope was discouraging, but they all resulted either from the mistake of auxiliary steam-power or from the employment of insufficient power and tonnage.

Captain Ford understood the character of the past efforts when he boldly proposed the employment of first-class iron screw steamers of not less than 5,000 tons register each, and fitted with engines of not less than 3,000 horse-power. With such steamers he proposed to average a speed of 300 miles per day—not an extravagant expectation—so that the voyage to and from India would be performed in 41 days, thus:—England and Cape of Good Hope.....20 days. Detention for coaling at the Cape.....3 " Cape of Good Hope and Calcutta.....18 "

Total.....41 " Here, it will be observed, there is no allowance for monsoons, and the average of 300 miles a day is taken to apply to both eastward and westward passages.

However, the whole matter was described as merely "a question of steam-power, tonnage, and capital," as it is even unto this day. Whether such steamers as Ford proposed would have paid as commercial enterprises in his day may well be doubted, for boats of 5,000 tons had not then been constructed, and not many had then been capable of developing 3,000 horse-power. A single vessel of continuous run had yet been put together. Both iron ships and engines were more costly in those days than in these, and the initial cost of such an enterprise as Ford suggested would have been enormous. But then he did not look at it from a commercial point of view alone.

This was his idea—that such vessels as he proposed would have ample space each for 2,000 troops, with their baggage and armament, officers, and officers' baggage, besides full rations for the voyage, and bunker space for twenty-four days' steaming. Only one stoppage, therefore, would be necessary—that at the Cape of Good Hope, where, of course, Government depots of coals and stores would have to be formed. Upon an emergency, 3,000 men could be accommodated upon each of these vessels, and landed from India at Gibraltar in thirty-six days, or at Malta in thirty-nine days.

Now we see what Ford was driving at—the creation of a distinct transport fleet of an efficient character and always available as an indispensable arm of the service.

The idea was a good one, and was supported not only by the experience of the Indian Mutiny, but also by the unsettled state of affairs in China, which at the time seemed to promise a great amount of occupation for any number of years of such swift and capacious vessels as Ford proposed. Such a fleet, he contended, would give a ubiquitous character to the British Army, and would increase its power without adding to its numbers and cost. As to cost, however, our ingenious friend omitted to reckon the capital outlay and the annual expense of maintenance of his transport fleet.

But it was to be more than an arm of the service engaged in peaceful times in the deportation of troops to and from India, and, if need be, China. Ford's plan looked to great extension of the general passenger traffic between England and the East, traffic which he judged would develop enormously, were India and Colonies established in the different Presidencies. Public servants and other passengers would, he contended, be enabled to travel much more comfortably in these large ships, and would not be subjected to the harassing and irritating changes and delays incident to a journey by way of Egypt. Then the reduction of the voyage between England and the Cape of Good Hope to twenty days would, it was urged, enable us to hold that Colony with fewer troops and would give the South African settlements "all the benefits obtainable from so great an acceleration of the postal, commercial, and transport services."

So that really Captain Ford was anticipating both the Holf, the Castle, and the Union Lines, as well as the modern type of big troopships engaged chiefly in the Indian service. "Another point of considerable importance," wrote Ford, "is the prevention of inconvenience to the public service, owing to any unexpected stoppage of the overland transit, as the passage of the Cape of Good Hope will be unaffected by the same space of time and with far more comfort; so that, in fact, the line of monthly steamers I propose will form an efficient substitute for the overland route, which, however indispensable to British interests, we may suddenly be deprived of at some momentous crisis, notwithstanding the increasing necessity for our retaining it. This proposed extension of our mercantile navy will be of the greatest utility in many respects especially if the support of India in Europe should become unsettled."

World to pass. Well, the first instance, it had to be remembered that money would certainly have to be converted to and from India every year in all the years to come; for however much we made of the Indian Army, it was certain that we could not depend on it alone, and must always maintain a proportion of British troops in India, which proportion must be changed at short intervals for sanitary reasons. This proportion would have to be larger in the future than ever it had been in the past, and was, therefore an annual item of expenditure of growing dimensions which could not be avoided.

Now Ford calculated that he would reduce the cost of these operations very largely by making the steamers carry each trip private passengers, baggage, and special merchandise. The conveyance of relief to India, and of invalids and time-expired men home again, to

the extent of 1,000 men per month each way would keep the ships fully employed, with the other traffic for which they would be available. During the Mutiny the cost of sending out reinforcements ranged from £11 to £49 per man, making an average of £30 per man. At this rate, 1,000 men per month each way would cost £720,000 per annum. But if the transport fleet were at liberty to fill up with passengers, baggage, and light freight, the cost of conveying the troops would not be more than £15 per man, if so much, and a Government subsidy of about £300,000 or £400,000 would be all that was needed to avoid a prospective annual outlay of £720,000 on transport services.

Ford's idea was that the ships should be built and owned by a Company, but should be always available for Government use to the extent of Government requirements in return for the payment of an annual subsidy, but also at liberty to fill up with private passengers and cargo.

His plan was defended as comprising these advantages—the establishment of rapid, direct, and independent communication with India by the ocean highway; the acceleration of the postal, commercial, and military communications with the Cape of Good Hope; the providing of regular and speedy transport for the conveyance of troops to India in capacious, well-ventilated ships; the supply of ample accommodation for the transit of large numbers of public servants and general passengers, freed from the inconveniences of the journey across Egypt; the prevention of inconvenience to the public service through any stoppage of the overland route; an important extension of our mercantile marine; an efficient substitute for the overland route should political events make that insecure; the creation of a transport service, available not for India alone but for any part of the globe in case of need, at less cost than under the existing circumstances.

Captain Ford's plan, indeed, exhibited great shrewdness, foresight, and grasp of possibilities. But, of course, it was too much for any British Government to swallow all at once.—*Fairplay*.

SINGULAR BUT TRUE.

It is singular, seeing how much depends on good health, that a little more pains is not taken to impress on the people a few simple rules for its preservation. Thus, bad drainage is the main cause of typhoid fever, which kills 20,000 people in England yearly. Small and low bedrooms engender consumption and loss of vitality unless well ventilated, not only in the day time, but at night. An ill ventilated bedroom is a frequent cause of sleeplessness. Children are especially sufferers from badly-ventilated bedrooms. That is the chief cause why children of the poor look so sickly. It may be said that people have a right to be sickly. So they have, unless they are an active annoyance and danger to their neighbours. For that reason there is greater logic in prosecuting a dirty than a drunken man. Where disease heralds its approach by such signs as indigestion, headache, neuralgia, tired aching limbs and other well-known symptoms, a course of Clements Tonic will quickly restore the normal health, as instanced in the case of His Honor Judge Miller, who writes:—Court House, Winton, Queensland, June 10, '01.—Last December while travelling from Muttuburra to Winton, I was suddenly seized with a violent attack of vomiting and diarrhoea. On my arrival at Winton, Mr. Campbell (of Corfield and Fitzmaurice) persuaded me to take Clements Tonic; one dose relieved me. I continued to take it for two days, at the expiration of which I was completely recovered, and I have much pleasure in testifying to the beneficial effects I experienced from taking it.—Granville George Miller, Judge of the Central District Court, Winton.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets*, *Mariasmus*, and all wasting disorders of children, is very remarkable in its results. The rapidly with which children gain flesh and strength upon it is very wonderful. Read the following: "I have tried 'Scott's Emulsion' in cases of wasting in young children, and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—J. MARSHALL, M.R.C.S., &c., 143, Grace Road, Bermondsey, S.E. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

Today's Advertisements.

TO-NIGHT. TO-NIGHT.
THE GREATEST SHOW IN
CHRISTENDOM.
CROWDED AGAIN LAST EVENING.
NOW IN FULL SWING!

HARMSTON AND SONS' GRAND CIRCUS.

AND
MENAGERIE.

A GREAT SUCCESS! EVERY ARTIST A HIT!

"EVERYONE DELIGHTED,"
"EVERYONE SATISFIED,"
"SEEING IS BELIEVING,"
"AND YOU MUST SEE IT."

EVERY EVENING,
AT 9 P.M.

Box plan on view at KELLY & WALSH'S, where Seats can be booked.

ROBERT LOVE,
Acting Manager.

Hongkong, 10th December, 1892. [1195]

ZETLAND LODGE.

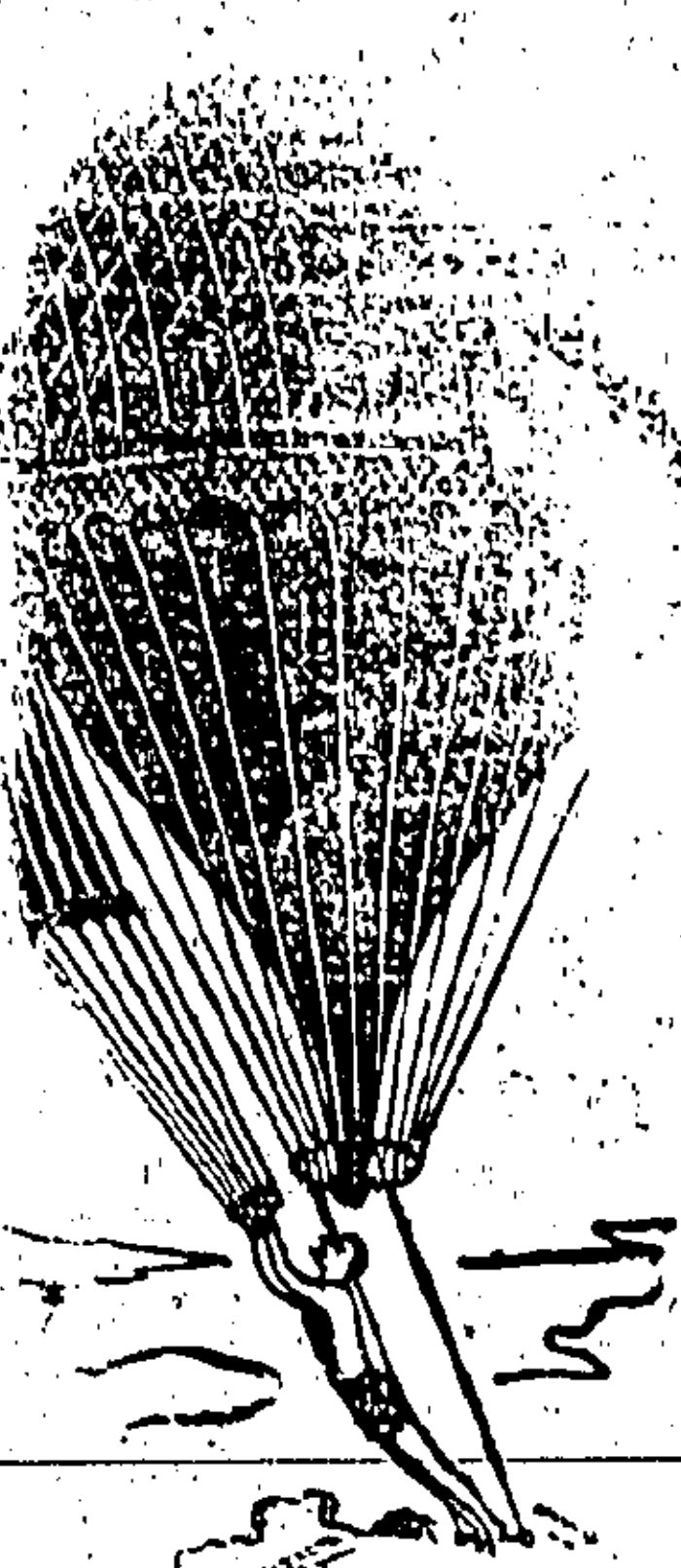
No. 535.

AN EMERGENCY MEETING of the above LODGE will be held at 8 P.M. at the ZETLAND LODGE, 535, Zetland Street, THIS EVENING, the 10th Inst., at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited.

Hongkong, 10th December, 1892. [1202]

Today's Advertisements.

THE WONDER OF THE AGE.



POSTPONED

TO
MONDAY, December 12th, 1892.
(Instead of To-day, as advertised.)

AT
CAUSEWAY BAY, EAST POINT.

(By kind permission of H.E. the GOVERNOR.)

AT 4 O'CLOCK

IN THE AFTERNOON.

LEO HERNANDEZ,
("MEXICAN BILL")
THE ACROBAT & AERONAUT,
will Ascend in his

NEW BALLOON AND THE CLOUDS,
afterwards making a sensational
PARACHUTE DESCENT.

NO CHARGE FOR ADMISSION.
Spectators will be invited to contribute as they wish.

COME EARLY AND SEE HOW IT IS
DONE!

Hongkong, 10th December, 1892. [1211]

FOR A FEW DAYS ONLY IN HONGKONG.

DAILY,
IN FRONT OF
CITY HALL,
FORENOON,
FROM 11 TO 1.30,
AND
EVENING,
FROM 5 TO 7 O'CLOCK.

TRY WALCOT'S COMBINATION POCKET KNIFE.

will weigh from 1 to 14 lbs.
WILL CUT GLASS, AND CONTAINS SIX OTHER
USEFUL TOOLS.

THE KNIFE AND EMERY FILE SOLD
TOGETHER AT \$1.

WALCOT'S EMERY FILES

Will Sharpen Knives.

WALCOT'S EMERY FILES

Will Sharpen Scissors.

WALCOT'S EMERY FILES

Will Sharpen Scythes.

WALCOT'S EMERY FILES

Will Never Wear Out.

WALCOT'S EMERY FILES

Will Cut a Steel File.

WALCOT'S EMERY FILES

Will Sharpen Chisels.

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Will Engrave on Glass.

WALCOT'S EMERY FILES

Have received 48 Prize Medals.

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Can be used as a Rasp.

